Some Explanations...

■ Operators are responsible for your safety. If, in the operator's discretion it would be unsafe to let a passenger out at a designated stop, the operator may proceed to the next designated stop. This also applies if a passenger has signaled too late for the operator to make a safe stop.

■ When you see several buses traveling together it is generally because they have been delayed by traffic congestion or construction. Occasionally equipment may malfunction, or operators may need police assistance. It is human nature to want to know why your bus is late. But remember — the operator is probably just as concerned about the delay as you are.

When such delays do occur, and several vehicles with the same destination are coming, the second and third vehicles are usually less crowded. Patrons will receive a more comfortable ride by waiting for them.

■ When asking directions, simply tell your operator where you want to go. Do not begin by asking where the route goes—or how far.

■ If you think your operators are doing a good job, let them know. Operators seldom get the good words so many of them deserve. Let us know about it too. Write to Muni, Bureau of Public Service, 949 Presidio Avenue, San Francisco 94115. Or you can write to the San Francisco Public Utilities Commission, Room 287, City Hall, San Francisco 94102. Or phone either 558-2301 or 558-4986.

■ If you need information about Muni routes or schedules, call 673-MUNI. Please be patient. Each month over 60,000 passengers call Muni information. Our switchboard is often crowded. Complaints, suggestions, requests for new service, or service adjustments may be made by mail or phone to the addresses and phone numbers above.

Schedules are available for most of our lines. This information can be obtained by sending a stamped, self-addressed, legal size envelope to either of the addresses listed above.

■ After decades of under-funding, Muni is now being funded at a more realistic level. It will take some time, however, to restore service to the level we want. We are working hard to give San Francisco the finest, most modern transit system in the world. Please be patient with us.

6-77

RIDING MUNI

...The People's System

SAN FRANCISCO MUNICIPAL RAILWAY

CURTIS E. GREEN, General Manager

949 Presidio Avenue, San Francisco 94115

For Information Dial 673-MUNI

Something New Is Coming...

The program for total renewal of Municipal Railway facilities and equipment is progressing steadily. The time is approaching when rail cars, electric trolley coaches and buses — even some cable cars — will be new.

Streetcar tracks will be new, and electrical power will come from a new distribution system. A new radio system will serve Muni, as will a new fare collection system in which human hands will not touch the coins after passengers drop them in the fare box. A computer will prepare schedules and control maintenance. Vehicles will be serviced and repaired in new garages and shops. These are not dream projects — they are under way.

Owned by the people of San Francisco and operated for them by the Public Utilities Commission, the Municipal Railway is approaching the final stages of the Commission's $300 million modernization program. The U. S. Department of Transportation's Urban Mass Transportation Administration is providing up to 80 percent of the financing.

While working on these improvements Muni will do everything it can to maintain a satisfactory level of service — at fares people can afford — with the old equipment still available.

We hope this pamphlet will help our passengers understand Muni's fare system and rules, and enjoy more comfortable and convenient riding.

JOHN F. HENNING, JR.
President
Public Utilities Commission

THE FIRST DAY — San Franciscans turned out by the thousands to cheer the opening of the Municipal Railway on December 28, 1912, even though it was to be a "let's get to work and celebrate later" type of affair. This was the scene at Geary Street and Grant Avenue.

TODAY — The streetcar is still king in San Francisco, although this 1952 model "PCC" car, shown on the colorful J CHURCH Line right-of-way in Mission Dolores Park, will soon be retired to make way for new Muni subway-surface rail cars being manufactured by the Boeing Company's Vertol Division in Philadelphia.

Eph-F04-002

Fares

EXACT FARE REQUIRED
— OPERATORS CARRY NO CHANGE

GENERAL FARES

(Apply to persons age 15 through 64)

Regular Local Service
25 cents, transfer,* or FAST PASS.

Express Service
30 cents, transfer plus 5 cents, or FAST PASS.

Candlestick Special
50 cents, transfer plus 25 cents, or FAST PASS.

Shopper Shuttle
10 cents, or FAST PASS. Transfers accepted but **not** issued.

(FAST PASS — $11 a calendar month. Good at all times on all lines. Available at more than 100 outlets in San Francisco. Dial 673-MUNI for locations.)

FARES FOR SENIOR CITIZENS

Senior Citizens **(Persons over 65 years of age)** **

Basic Fare
5 cents, transfer, or SENIOR PASS.

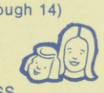
Express Service
5 cents, or transfer, or SENIOR PASS.

Candlestick Special
5 cents, or transfer, or SENIOR PASS.

Shopper Shuttle
5 cents, or SENIOR PASS.
Transfers accepted but **not** issued.

(SENIOR PASS — $2.50 a calendar month. Good at all times on all lines. Available at senior centers and other outlets throughout the City. Phone 673-MUNI for location nearest you.)

FARES FOR CHILDREN (ages 5 through 14)



Regular Local Service
5 cents, transfer, or FAST PASS.

Express Service
10 cents, transfer plus 5 cents, or FAST PASS.

Candlestick Special
Going—30 cents, transfer plus 25 cents, or FAST PASS.
Return—50 cents or FAST PASS.

Shopper Shuttle
10 cents or FAST PASS. Transfers accepted but **not** issued.

CHILDREN (under 5 years)

Children, age 5 or under, ride free (limit one child per accompanying adult).

(Persons 15 through 17, currently enrolled in a San Francisco high school, and possessing a valid Muni identification card bearing their signature and that of the school principal, will pay the 5-cent children's fare. Operators may require proof of age and identity).

MUNI-BART DISCOUNT TICKETS

Passengers regularly using both Muni and BART to reach their destination will find the Muni-BART discount ticket a convenience. They may purchase the ticket from ticket dispensing machines located in all San Francisco BART stations. The discount tickets cost 25 cents and are good for travel in both directions. Instructions for their use are available in BART stations.

SUNDAY-HOLIDAY TOUR TICKET

The 50-cent Sunday-Holiday Tour Ticket (also applies to most holidays) is good for an unlimited number of regular fare rides. It is available from all cable car conductors, starters at the Powell and Market turntable, Muni division offices, and a limited number of businesses immediately prior to the day for which they are issued.

EXCEPTIONS TO THE GENERAL FARE STRUCTURE

1. *DISCOUNT FARE FOR HANDICAPPED—Persons qualifying as handicapped under standards adopted for bay region transit agencies may ride Muni for 5 cents at all times except during the 7-9 a.m. and 4-6 p.m. weekday rush hours. For information dial 673-MUNI.*
2. *Although the Municipal Railway no longer sells tokens, they are sometimes tendered by passengers who still have them on hand. In these cases, and when they are used in special promotions, tokens will be honored as a regular local fare.*
3. *The City Department of Social Services gives tokens to certain clients. Each will be honored as a regular local fare.*

TRANSFER RULES

Transfers are issued only at time fare is paid. Please do not place operators in a position of risking disciplinary action by requesting a transfer at any other time.

Passengers are requested to present unwrinkled transfers to operators "face up."

Operators will set time allowable on transfer—for not less than 2 hours, nor for more than 2 hours and 20 minutes from time vehicle is scheduled to leave terminal point.

Transfers will be honored for passage in one general direction when presented within their valid time limit, and on the proper date. A stop-over privilege is permitted anywhere along the route, within the transfer's time limit. Passengers are **not** permitted to use a transfer to return to area of their trip's origin.

Once a transfer is issued, it is the responsibility of the passenger to retain it. If it is lost, another will be issued **only** on payment of another fare.

PET RULES

Dogs may be carried on transit vehicles between the hours of 9 a.m. and 3 p.m., and between 7 p.m. and 5 a.m. on payment of full fare.

Guide dogs for the blind, when on leash, may ride free at all hours when accompanied by their masters.

Dogs (other than guide dogs) must be muzzled and on short leash—or carried in enclosed containers. No other animals are to be carried, unless they are in enclosed containers which do not exceed hand baggage size. No more than one animal may be carried at one time on each vehicle.

Muni is one of the few transit systems that allow dogs aboard its vehicles. This privilege has endured because of the cooperation of pet owners in the past. Please be considerate of fellow passengers by being a responsible pet owner and control the behavior of your pet at all times.

* *See "Transfer Rules" in next column.* ** *Operators may require proof that passenger is over 65 years.*

Do Unto Others... (OTHER RULES)

SMOKING?

Smoking on an enclosed public transit vehicle is against the law, and is disrespectful of the health, comfort and rights of others. Operators are instructed to request that passengers not smoke.

Municipal Railway management will stand behind its operators in the strict enforcement of this rule—even at the risk of service disruption. We hope that our passengers will share the responsibility of upholding the no smoking law, which is important from the standpoint of health and safety.

FOOD OR DRINKS?

Eating or drinking is not permitted, because food or drink often ends up on somebody's clothing—or someone slips and falls on the leavings.

Passengers are requested to notify operators if they find spilled food or drink.

RADIO SILENCE

Playing of radios, tape recorders, or other electronic sound producing devices is prohibited, because it disturbs some passengers. It can be dangerous inasmuch as noise distracts the operator's attention. Persons who insist on playing this equipment are endangering the safety of others. Municipal Railway management will support its operators in the strict enforcement of this rule.

DON'T LITTER

It should be easy to treat Muni as though it were your own, because it is. Please keep your feet off the seats, and do not litter. Be protective if you see someone damaging *your* Muni equipment.

BAGGAGE

Articles which in the discretion of the operator are improperly protected, or which because of their size or other reasons are likely to cause accidents or discomfort to others, must not be carried on transit vehicles.

Things to Remember..

OPERATORS ARE NOT POLICEMEN

Safe operation of vehicles is the primary responsibility of the operator, and it is a full time job. In the event of a problem, operators are required to notify Muni Central Control. Operators do not have authority to physically eject a passenger.

Please assist and cooperate with your operator in every way possible, if a troublesome situation develops.

LEAVE BY THE REAR

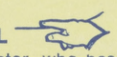
Most transit systems insist that passengers exit by the rear doors of transit vehicles, and this makes service significantly more convenient. Because of the unique topographical nature of the City, and because of the large number of senior citizens Muni carries, we do not insist that passengers exit by the rear doors exclusively.

For this we pay a "penalty" in increased running time. It is, therefore, extremely important that whenever possible all passengers use the rear doors of all transit vehicles. The result will be faster travel time.

SPECIAL SEATS FOR SENIORS AND THE HANDICAPPED

The two front bench-type seats on vehicles have been signed as reserved for senior and handicapped citizens. Cooperation of other riders is requested so these passengers may be seated as quickly as possible.

THE STOP SIGNAL



Be kind to your operator, who has listened to the stop bell (or buzzer) throughout the shift. Signal once. A short, definite tug on the cord will do, and do it in time for the car to be brought to a smooth stop.

MAKE ROOM

When standing on a crowded bus, please make room for others. Move to the rear as much as possible. Leave room for other passengers to get through the aisles and to exit doors. The easier it is for passengers to enter, get through, and leave, the faster service will be.

STREETCAR STOPS

Streetcars stop in either the first or second position at a loading island, and then do not stop again. Because of their size and weight streetcars require more time to stop and start. If they were to make multiple stops and starts at each island, travel time would be greatly increased.